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In the Claims:

Kindly amend the claims as follows:

1. (Currently amended) Centralised A centralised lubrication system for lubricating cylinder faces in large diesel engines, and marine engines, including at least one lubricating apparatus with a number of reciprocating pumps actuated by cams on a rotating control shaft which is driven preferably synchronously with the main shaft of the diesel engine, sensor means detecting angular position as well as angular speed for the main shaft, and a control unit which is connected to and receives signals from said sensor means and which includes means to detect the angle position as well as the angular speed for the main shaft/engine piston characterised in that it includes:

-an AC motor connected with and driving the control shaft;
-signal converter means connected to the sensor means and to the control unit for detecting speed, direction of movement and position of the engine piston and for generating digital or electric signals indicating these parameters;

wherein the control unit is adapted for receiving the digital/electric signals and is connected with and controls the AC motor for regulating the rotation of the control shaft and thereby the actuation of the reciprocating pumps.

2. (Currently amended) Centralised lubrication system according to claim 1, characterised by
-reference means connected with the main shaft and which directly or indirectly indicate the position of the main shaft and thereby also the position of the piston;
-the sensor means detecting the position of the reference means; and in
-that the control unit is connected with and receives signals from the sensor means and includes means for detecting angular position as well as angular speed for the reference means and thereby for the main shaft/engine piston.

3. (Currently amended) Central Centralised lubrication system according to claim 2, characterised in that the ~~sensors~~ sensor means include two reference sensors that are displaced from each other in the circumferential direction of the main shaft.

4. (Previously presented) Centralised lubrication system according to claim 2, characterised in that the reference means include teeth on a toothed rim that is preferably disposed on the flywheel of the main shaft, and an index reference means, and that the sensor means include an index sensor for detecting the position of the index reference means.

5. (Previously presented) Centralised lubrication system according to claim 1, characterised in that the AC motor is connected with a resolver which is adapted for providing a signal to the control unit for the actual angular position of the AC motor.

6. (Currently amended) Method for Centralised lubrication system according to claim 1, wherein the lubricating the cylinder faces in large diesel engines, particularly marine engines, including the at least one lubricating apparatus with a the number of reciprocating pumps actuated by the cams on a the rotating control shaft which is driven preferably synchronously with the main shaft of the diesel engine, characterised in that:

- the control shaft is driven by the AC motor;
- the detection of speed, direction of movement and position of engine piston is performed;
- the digital or electric signals indicating these parameters are generated;
- the digital/electric signals are transmitted to a the control unit which is connected with and controls the AC motor for regulating the rotation of the control shaft and thereby the actuation of the reciprocating pumps.

7. (Currently amended) Method The system according to claim 6, characterised in that

- the digital/electric signals are established by reference means which are connected with the main shaft and which directly or indirectly indicate the position of the main shaft and

thereby also the position of the piston, and sensor means that detect the position of the reference means; and

-that the control unit is connected with and receives signals from the sensor means and includes means for detecting angular position as well as angular speed for the reference means and thereby for the main shaft/engine piston.

8. (Currently amended) Method The system according to claim 7, characterised in that reference signals for the position of the main shaft are duplicated and provided in at least two mutually independent versions, also with regard to supply voltage.

9. (Currently amended) Method The system according to claim 6, characterised in that the reference signals for the AC motor/lubricating apparatus are provided as a combination of signals for the speed, direction and position of the engine and a signal for the timing point of the lubricating apparatus.

10. (Currently amended) Method The system according to claim 6, characterised in that the servo-control is monitored, and that switching to the backup servo-control is made automatically in case of an error in the system.